



All-American Road - A road or highway that meets the criteria for at least two of the intrinsic qualities and satisfies all other requirements under the National Scenic Byways Program. The term refers not only to the road or highway itself but also to the corridor through which it passes.

Designated All-American Roads:

- Acadia Byway, Maine
- Seward Highway, Alaska
- Natchez Trace Parkway, Alabama
- Selma to Montgomery March Byway, Alabama
- Route 1, Big Sur Coast Highway, California
- San Juan Skyway, Colorado
- Trail Ridge Road/Beaver Meadow Road, Colorado
- North Shore Scenic Drive, Minnesota
- Natchez Trace Parkway, Mississippi
- Blue Ridge Parkway, North Carolina
- Las Vegas Strip, Nevada
- Hells canyon Scenic Byway, Oregon
- Historic Columbia River Highway, Oregon
- Volcanic Legacy Scenic Byway, Oregon
- Natchez Trace Parkway, Tennessee
- Mather Memorial Parkway, SR 410
- Beartooth Scenic Byway, Wyoming

National Scenic Byways Program

The National Scenic Byways program was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued with the Transportation Equity Act for the 21st Century (TEA-21). The purpose of this program (codified at 23 USC 162) is to recognize and enhance roadways that have outstanding scenic, natural, historic, cultural, archaeological, and recreational intrinsic qualities.

The Federal Highway Administration (FHWA) administers the National Scenic Byways Program and in 1995 published its interim policy (60 Fed. Reg. 26759). The interim policy sets forth criteria for designating roads or highways as National Scenic Byways or All-American Roads, specifies the nomination process, and provides guidance on the corridor management plan.

Roadways meeting all the required criteria are designated by the Secretary of Transportation as National Scenic Byways or All-American Roads. To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout a multi-state region. To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a "destination unto itself" - that is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

Anyone may nominate a road for designation under the National Scenic Byways Program; however, the nomination package itself

must be submitted through a State's (or, in this case, the District's) identified Scenic Byway Agency. For the District of Columbia, that agency is the District Department of Transportation. The nomination package must include a corridor management plan.

TEA-21 also authorized the establishment of a center for National Scenic Byways in Duluth, Minnesota, to provide technical communications and network support for nationally designated byway routes. This center is charged with developing and implementing communication systems that provide local officials and planning groups with proactive, technical, and customized assistance to develop and sustain National Scenic Byways and All-American Roads (see <http://www.byways.org/community/center/>).

Benefits of National Scenic Byway Designation

Improving Preservation and Protection of Important Resources

Preservation of special places, views, buildings, and other resources is essential to a byway's sustainability and integrity. By identifying and documenting an important resource in a corridor management plan, the city, a community, or an organization can draw attention to the resource and the need to properly care for its preservation. This can help safeguard the resource for residents and visitors to enjoy now and in future generations.

Obtaining Priority in Funding Byway-Related Projects

FHWA is the administrator of discretionary federal grants earmarked for the Scenic Byways program. Priority is given to eligible projects that are associated with a roadway that has been designated a National Scenic Byway or All-American Road. These projects must be consistent with the corridor management plan

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for the byway. As discussed in Chapter 4, a variety of projects are eligible as long as the purpose is generally to maintain and enhance the intrinsic qualities of the byway, improve byway-related safety, or enhance recreation and educational enjoyment of the byway.

Gaining Access to Promotional Tools and Assistance

The FHWA promotes the collection of National Scenic Byways and All-American Roads on the America's Byway map and FHWA's scenic byways Web site, www.byways.org. FHWA has created a special America's Byway logo, which can only be used in association with designated roads. Being able to use the logo helps demonstrate that the roadway is part of a distinctive collection of American roads. Designated byways also benefit from technical communications, network support, and customized assistance from the National Byways Resource Center, located in Washington, DC.

Promoting Tourism and Economic Development

Scenic Byways attract visitors and promote economic activity. By telling the story of the entire length of Canal Road, visitors can be drawn into areas of the city that are often overlooked. Byways can encourage new business activities, such as visitor services and guided tours, as well as growth and increased revenue for existing businesses. National designation means inclusion in a nation-wide marketing and promotion program.

Enhancing Community Quality of Life

Byways can instill greater awareness and pride within communities. Byways attract volunteers, and neighbors learn and share from each other. Communities thrive when positive attention is focused on them.

Facilitating Coordination Among Stakeholders

Many partnerships are needed to sustain a byway. These partnerships are valuable to improve community cohesion, enhance quality of life, and benefit byway planning and management. Citizens, organizations, agencies, and other stakeholders bring new ideas to the byway through knowledge of their own communities, personal interests and commitment, and access to public and private funding sources. National designation offers the opportunity to expand partnerships beyond local or regional boundaries. Byway organizations have access to the technical assistance from the National Scenic Byways Resources Center, which sponsors a biennial national conference, workshops, and research of interest to byways nationwide.

Improving Transportation

Scenic Byway planning and implementation can support the District's multi-modal program and encourage residents and visitors to use alternative modes of transportation, such as tour buses, bicycles, water craft, and pedestrian trails. All-American Roads must accommodate bicycle and pedestrian travel wherever feasible, as well as safely accommodate conventional tour buses. Some byway transportation projects can be eligible for federal funds.

Creating and Improving Educational and Recreational Opportunities

Scenic Byways provide opportunities to create and improve educational and recreational activities, which benefits visitors and residents alike. Canal Road is rich in resources of educational interest to all Americans, and this management plan encourages further interpretation of and access to these resources.

BENEFITS AT A GLANCE

Improving Preservation and Protection of Important Resources

Obtaining Priority in Funding Byway-Related Projects

Gaining Access to Promotional Tools and Assistance

Promoting Tourism and Economic Development

Enhancing Community Quality of Life

Facilitating Coordination Among Stakeholders

Improving Transportation

Creating and Improving Educational and Recreational Opportunities

Steps Involved in a CMP



Corridor Management Plans

A corridor management plan is required as part of the application for national designation. Accordingly, this plan has been prepared following current policy and guidelines promulgated by the FHWA and the District of Columbia. This section explains the nature of corridor management plans, discusses the managing organization, and provides a vision statement, objectives, themes, and an overview.

For Whom Is It Prepared?

The District Department of Transportation, in its role as the identified Scenic Byway Agency, has prepared this corridor management plan to meet the application and management requirements of the District of Columbia and the National Scenic Byways programs. In the long run, however, the corridor management plan is instituted to serve all the people, businesses, organizations, and government agencies involved in byway activities, as discussed further below.

What It Is

A corridor management plan is intended to provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. It is an essential part of a scenic byway: a vision for the future, a repository of ideas, and a guide to achieving objectives.

A corridor management plan tells the story of the byway and articulates a vision of the desired visitor experience. It is developed to assist agencies and organizations involved with resources of the byway corridor manage, develop, preserve, and interpret those resources. It assembles inventories, issues, and ideas into a single document; thus, objectives as diverse as road safety, promotion of heritage tourism, access to waterfront recreation, improvement of bicycle trails, and interpretation of

archaeological resources can all be considered within the same document. Having a corridor management plan helps ensure that existing and future planning initiatives can take into account the intrinsic qualities of the corridor; it helps stakeholders to join forces on projects of mutual interest.

What It Is Not

A corridor management plan does not carry any regulatory authority, impose any requirements, prohibit new construction or development, or foreclose any funding sources. It is not a land use plan. A scenic byway corridor, defined by a corridor management plan, is not a zoning district, enterprise zone, or any other such area with specific, legal implications. A corridor management plan is a starting point - not an ending point. Because it is intended to be used as a tool to initiate actions, it recommends improvements but does not provide final solutions. This corridor management plan emphasizes the use of ongoing and planned services, initiatives, plans and programs provided by existing agencies and organizations. When it comes to developing attractions and services for byway users, it is not always necessary to start from scratch.

Participation Is Key

A corridor management plan does not require anyone's participation; the scenic byway programs at both District and federal levels are voluntary programs. However, participation of responsible agencies, organization, and the public in byway planning and implementation is essential. Active involvement and follow-through of a diverse, energetic, and dedicated byway organization is key to the success of the corridor management plan. This plan is intended to be a "living" document that will be reviewed regularly and updated as needed. It relies on people to make it happen, and it carries weight only to the extent that it is used.

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Corridor Management Plans

A Vision for this Plan

This corridor management plan envisions a future Canal Road Scenic Byway that is championed by an active partnership of stakeholder agencies, organizations, and citizen groups interested in preserving and enhancing the byway's abundant historic, natural, and recreational qualities and resources. In the plan's vision of the future, there will be improved access to the resources for both residents and visitors alike. Today's and tomorrow's byway users will safely enjoy these resources by personal vehicle, in tour buses, on foot, on bicycles, or in watercraft.

This plan envisions visitors and residents appreciating a variety of well-interpreted activities in Georgetown and in the C&O National Historic Park. As a gateway into the District of Columbia, the byway will offer a unique opportunity to experience a near-authentic sense of place of a bygone era - in the middle of the Nation's Capital and a major metropolitan area of nearly 5 million people.

Planning Objectives

To achieve this vision, several objectives have been identified:

- To preserve, maintain, and enhance the resources that support the intrinsic qualities of the corridor - in particular, to preserve the natural environment and the historic resources that give the byway its character, and to enhance high-quality views - or access to views - of the historic canal and other scenic attributes within the corridor.
- To stimulate desired economic development through sustainable and appropriate tourism and recreational activities - for example, by encouraging those who would already be inclined to visit Washington, DC, to stay a little longer.

- To package and interpret the byway for a variety of users, including local and regional residents, visitors from across the Nation, and tourists from other countries; to accommodate both self-guided as well as organized tours.
- To support all ongoing and future programs and initiatives that make and enhance enjoyable and meaningful visitor experiences centered on the Canal Road corridor.
- To create a framework that helps stakeholders define and implement appropriate improvement projects within the corridor.
- To make driving the byway as easy, comfortable, and safe as possible - and to reduce driving to a minimum by encouraging a multi-modal experience; to encourage residents and visitors to experience the byway corridor by tour bus, bicycle, on foot, and by boat on the C&O Canal and the Potomac River.
- To provide information, improvements, and infrastructure that helps visitors and residents have a pleasurable, meaningful, and safe experience. To meet travelers' needs for food, restrooms, lodging, gasoline, telephones, interpretive features, pedestrian facilities, recreational opportunities, and multi-modal connections.
- To improve public access opportunities and safely accommodate visitors using the several parks and trails that already exist within the corridor. To enhance access to the canal towpath and the Capital Crescent Trail for bikers, walkers, and runners.

